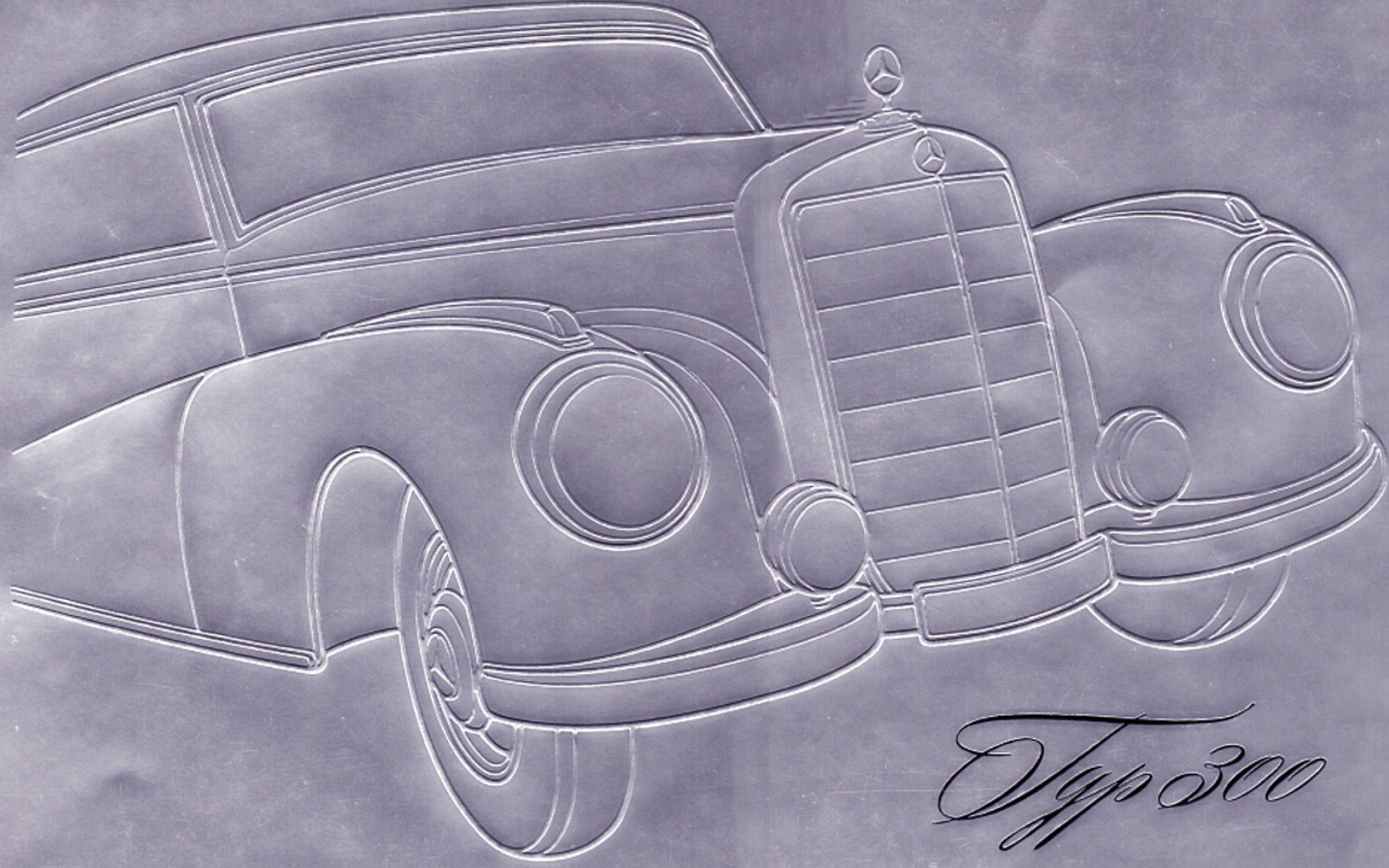


M E R C E D E S - B E N Z



Typ 300

S E D A N - C O N V E R T I B L E

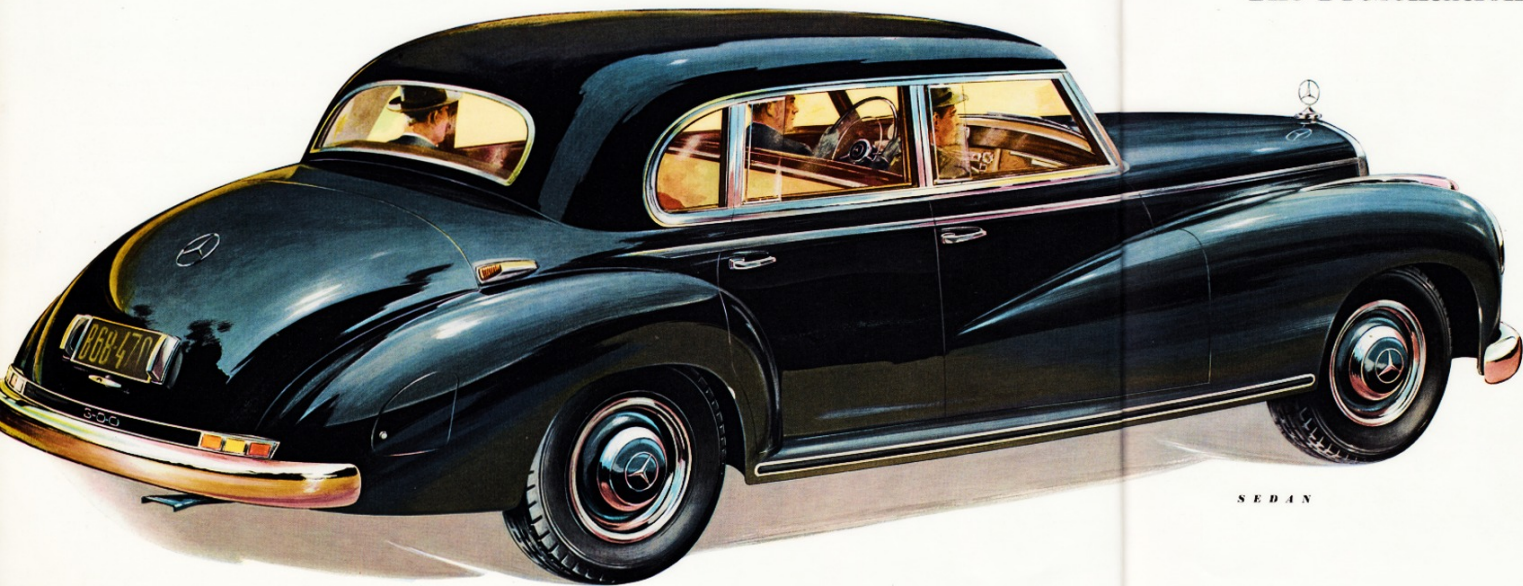
Type 300



The Excellent Performance of the "300 SL" has its origin in the design of the Mercedes-Benz

"Type 300". This very fact probably says more for the latter car than any amount of description could do. The victories of Berne and Le Mans – the "Mille Miglia", the Nürburg Ring and the "Carrera Mexico" provide the strongest evidence of the fine quality of an epoch-making car design, whose excellent technical features combined with luxurious comfort are at your disposal in the

Type 300



The Presentation and Finish

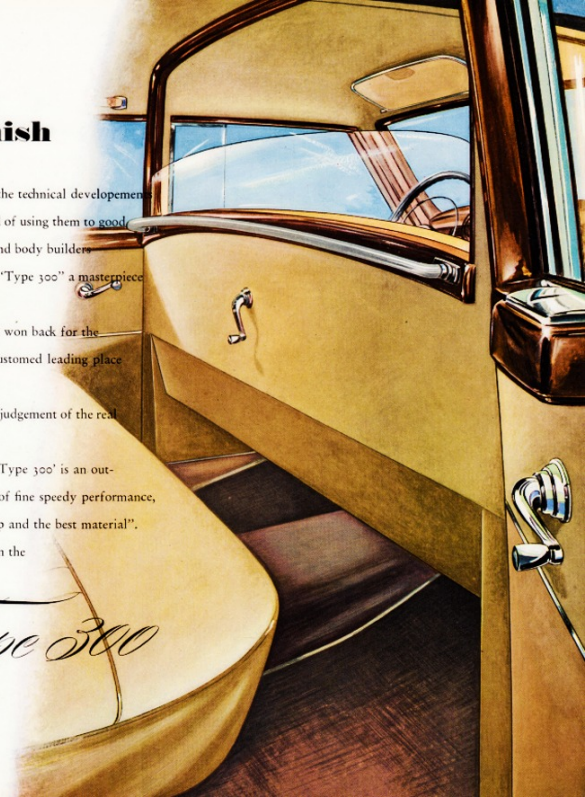
of this car is the result of keeping abreast of the technical developments of this modern age and of using them to good effect. The designers and body builders have created with the "Type 300" a masterpiece of complete harmony and have consequently won back for the Mercedes-Benz its accustomed leading place on the world market. All over the world the judgement of the real connoisseur says:

"The Mercedes-Benz 'Type 300' is an outstanding combination of fine speedy performance, first class workmanship and the best material".

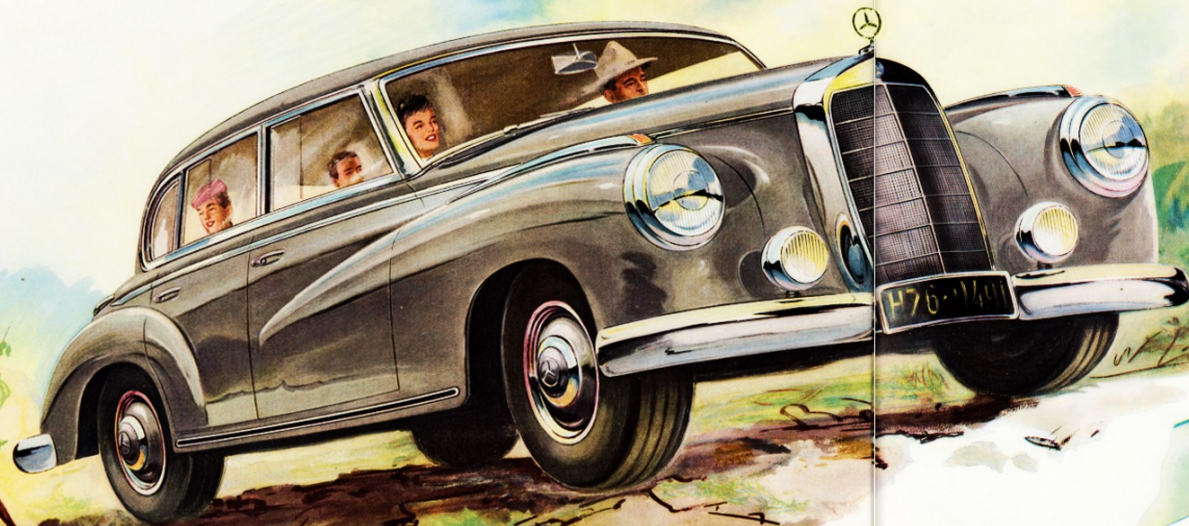
All this we offer you in the

Type 300

SEDAN

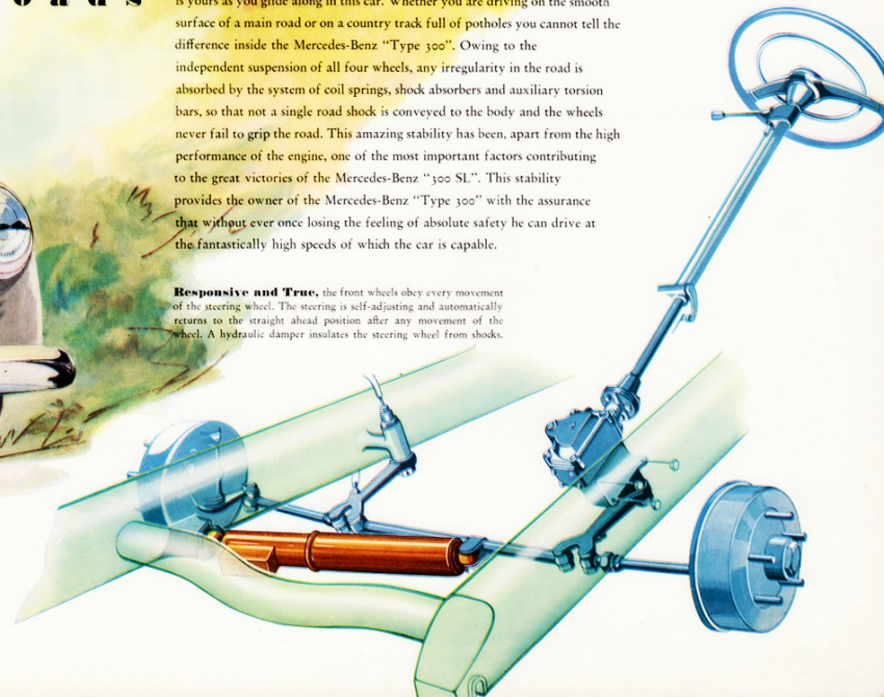


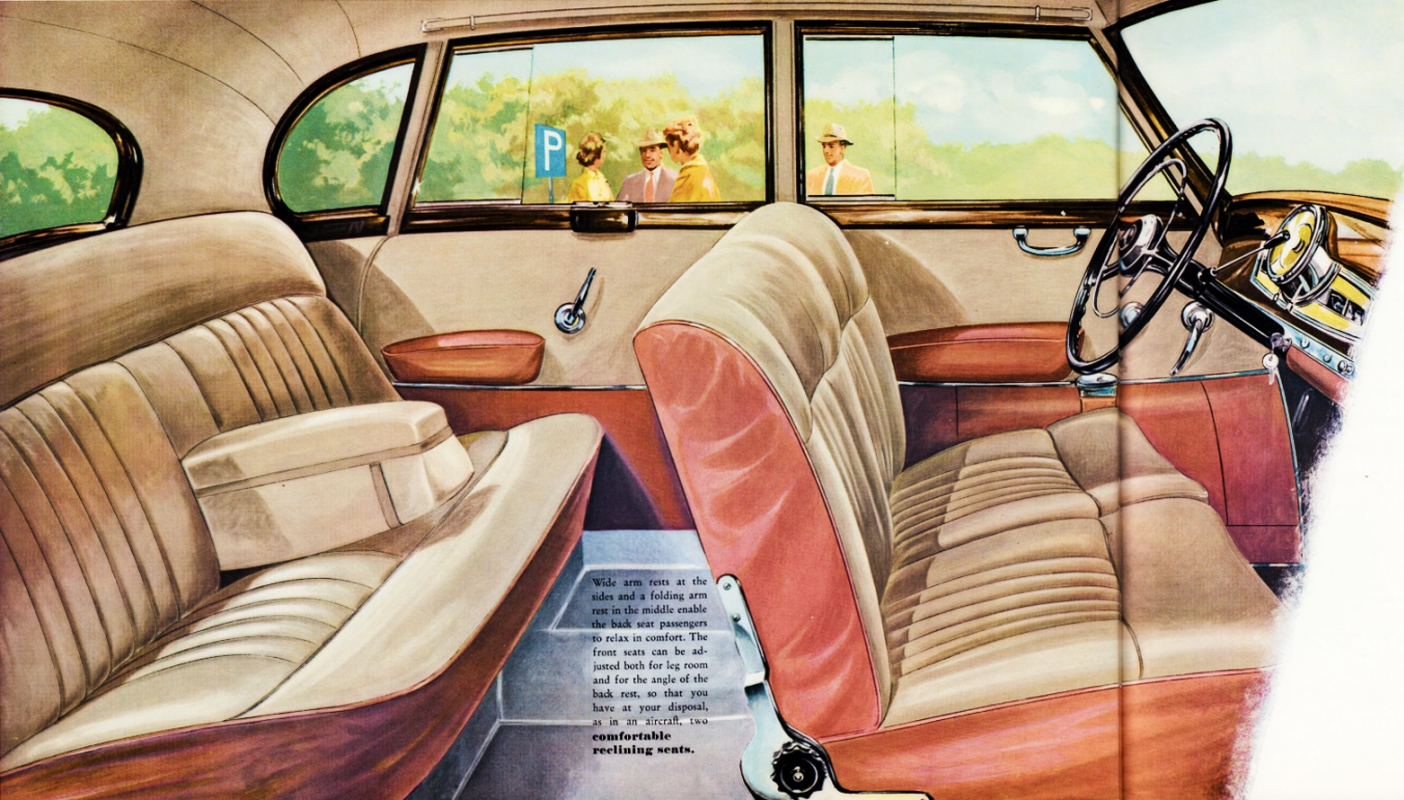
C o m p l e t e M a s t e r y o f a l l R o a d s



is yours as you glide along in this car. Whether you are driving on the smooth surface of a main road or on a country track full of potholes you cannot tell the difference inside the Mercedes-Benz "Type 300". Owing to the independent suspension of all four wheels, any irregularity in the road is absorbed by the system of coil springs, shock absorbers and auxiliary torsion bars, so that not a single road shock is conveyed to the body and the wheels never fail to grip the road. This amazing stability has been, apart from the high performance of the engine, one of the most important factors contributing to the great victories of the Mercedes-Benz "300 SL". This stability provides the owner of the Mercedes-Benz "Type 300" with the assurance that without ever once losing the feeling of absolute safety he can drive at the fantastically high speeds of which the car is capable.

Responsive and True, the front wheels obey every movement of the steering wheel. The steering is self-adjusting and automatically returns to the straight ahead position after any movement of the wheel. A hydraulic damper insulates the steering wheel from shocks.





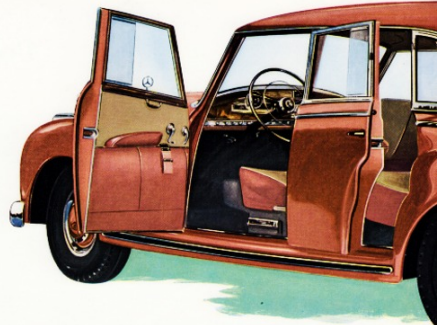
Wide arm rests at the sides and a folding arm rest in the middle enable the back seat passengers to relax in comfort. The front seats can be adjusted both for leg room and for the angle of the back rest, so that you have at your disposal, as in an aircraft, two comfortable reclining seats.

When you are touring

the "Type 300" offers you all the amenities in the way of comfort and convenience that you could expect from a large touring car, so that you always get

the feeling of being at home

Solid, well upholstered seats, best quality material and excellent workmanship in conjunction with the stylish appointments go to make up the atmosphere of an immaculate home.



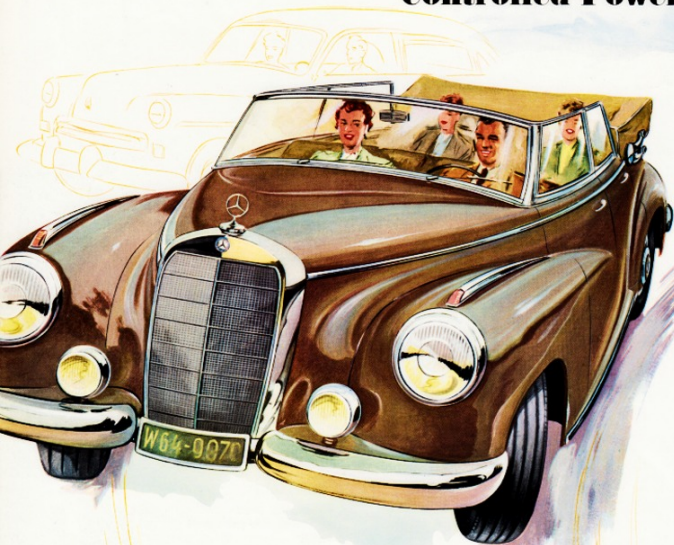
Four Doors

provide easy and unimpeded access to all the seats. By designing the mudguards to extend into the rear doors it has been largely possible to prevent the sides of the car from becoming spattered with mud. The large and well fitting doors close very easily owing to

special locks which are mounted in rubber.

Type 300

Controlled Power

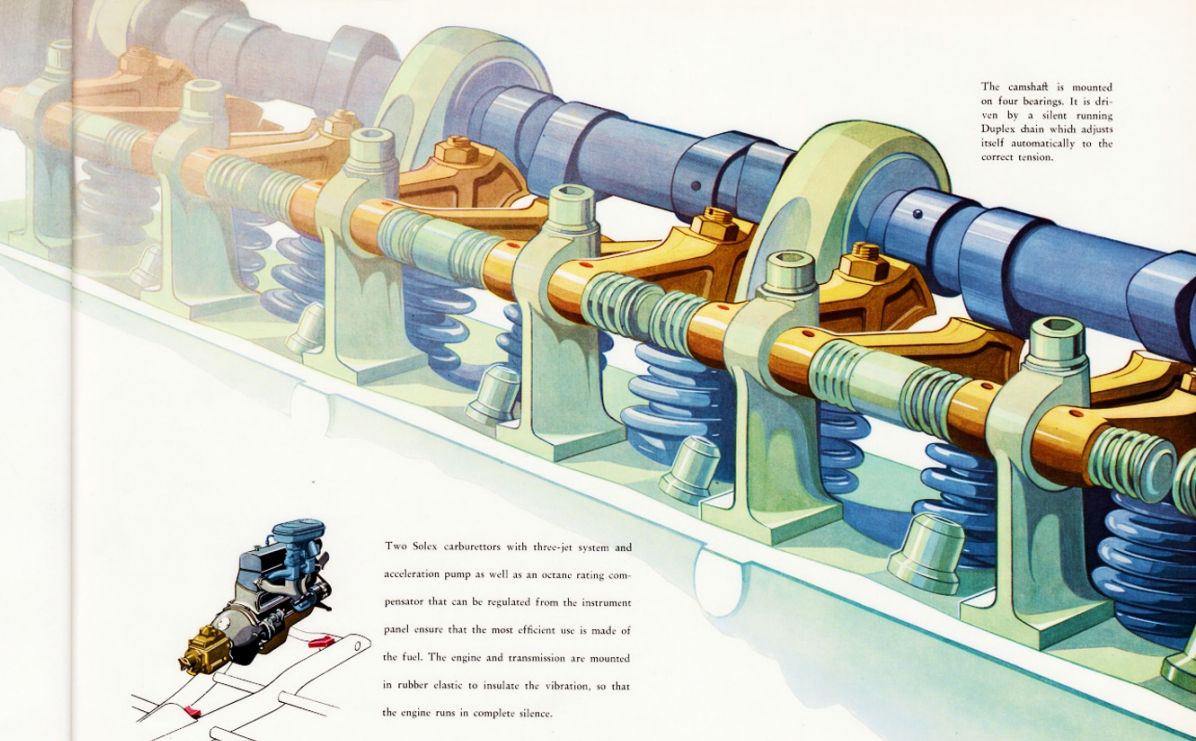


CONVERTIBLE

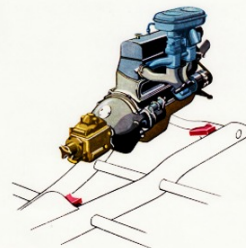
epitomizes the 115 h.p. 6-cylinder high-performance engine.

The use of an overhead camshaft has made possible an improved design of the combustion chambers, and this, in conjunction with the automatically controlled hot-spots, has produced an ideal combination of low fuel consumption and high output. Apart from this we have drawn on all our long years of experience with racing engines to design this particular engine. The cooling water and lubricating systems are thermostatically controlled so that quick starting is ensured and the best working temperature is maintained, whilst once the engine has been started the cylinders are automatically given supplementary lubrication, which considerably increases the length of life of the engine. The total sum of all these technical refinements is the great flexibility of this engine, so that, while the car is lively and responds well, it is possible to drive smoothly and almost without using the gears up to a speed of about 96 m.p.h.

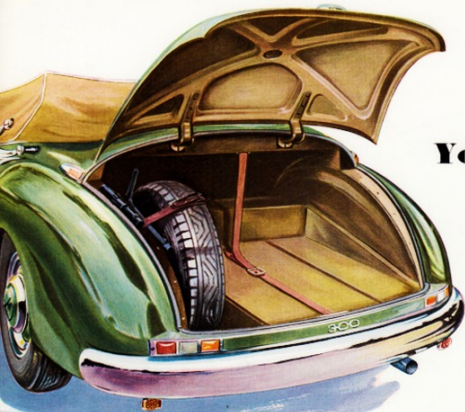
Type 300



The camshaft is mounted on four bearings. It is driven by a silent running Duplex chain which adjusts itself automatically to the correct tension.



Two Solex carburetors with three-jet system and acceleration pump as well as an octane rating compensator that can be regulated from the instrument panel ensure that the most efficient use is made of the fuel. The engine and transmission are mounted in rubber elastic to insulate the vibration, so that the engine runs in complete silence.



Plenty of Room

is provided by the luggage compartment located beneath the fine sweeping lines of the rear of the car. On request a special set of luggage made to fit the compartment and consisting of two wardrobe trunks and two small hand cases can be supplied with the car.



You have ample space for accommodating your luggage, your clothes

and the hundred and one odd things that people always like to keep handy in the car. A large luggage compartment, which is easily accessible from the outside and has a lid that fastens automatically in the wide open position, will hold plenty of luggage, enough even for a long tour. In the boot moreover there is also room safe under lock and key for the spare wheel and lifting jack.

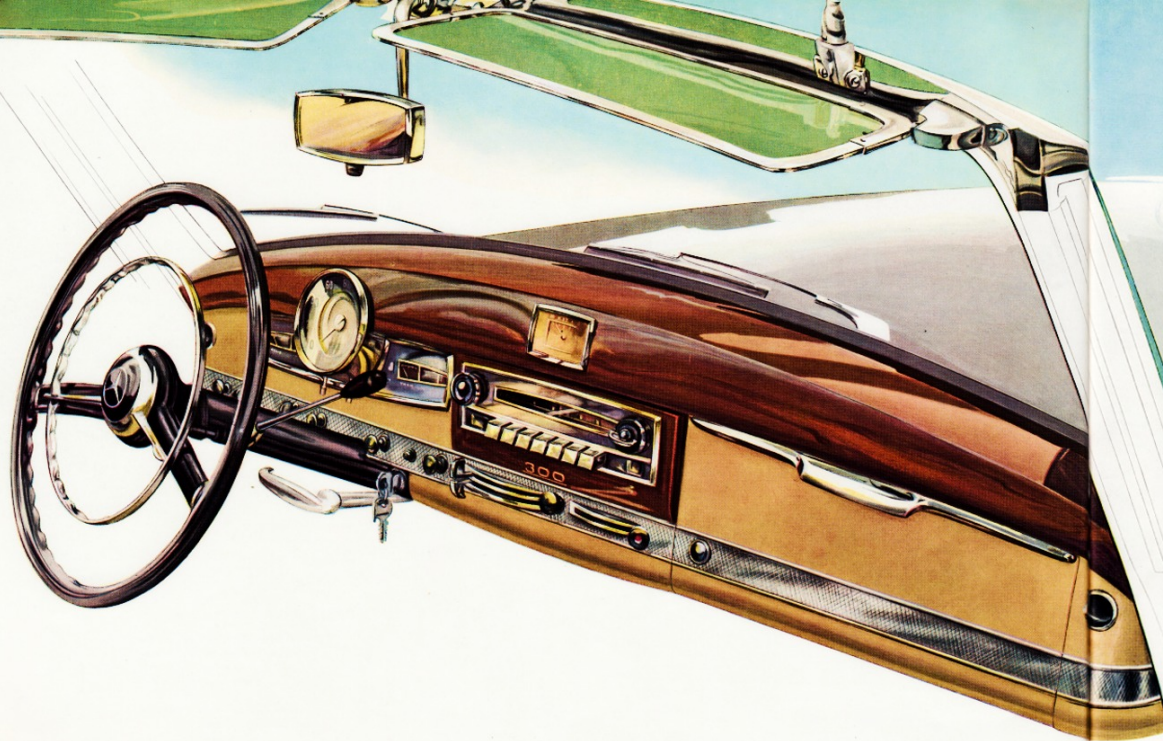
At night the inside of the compartment is automatically lit when the lid is opened. Large pockets on the doors, a lockable glove box and a wide shelf behind the rear seat provides plenty of room for the smaller items of luggage. To make it easier to get in and out of the car, the sedan is fitted with hand rails over the doors inside, which also carry hooks for hanging coats. The hood of the Convertible D can easily be opened and closed by one person by means of a system of powerful compensating springs, so that during a long drive and on a hot summer's day you can enjoy open touring without a lot of necessary previous bother.

Type 300



On wet Roads

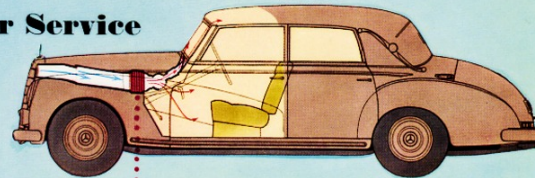
the Mercedes-Benz gives the clearest evidence of its unsurpassed driving safety. Large well gripping treads on the tires and a low centre of gravity keep this car free of skids and make it safe even on wet slippery roads.



Technical Knowledge at your Service

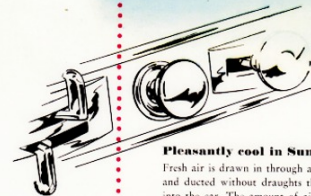
There is scarcely one single amenity in motoring that has not been incorporated in this car for your comfort. The instruments combine to the best effect a handsome appearance and a sensible layout, the note of warmth imparted by the wood fittings and the leatherwork on the large instrument panel endow the whole with an impression of grace and beauty. All the instruments can be read at a glance and are within handy reach of the driver. Special care has been devoted to the provision of an effective air-conditioning system, which incorporates heat exchangers, fans and air ducts – all adjustable in every detail – to provide the interior almost imperceptibly with a draught-free supply of fresh air, which in winter is heated to a pleasant warmth. The radio, which can be installed on request, is a highly selective superset specially designed for this car. It is fitted with push button tuning and two loud speakers carefully tuned to each other for the best reproduction. The all-synchromesh transmission with its steering column shifting gives finger tip control when changing gears.

Type 300



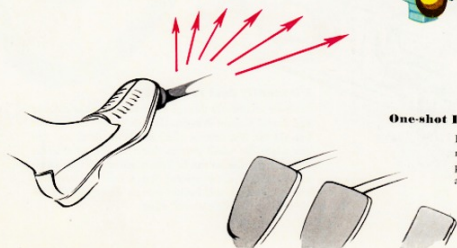
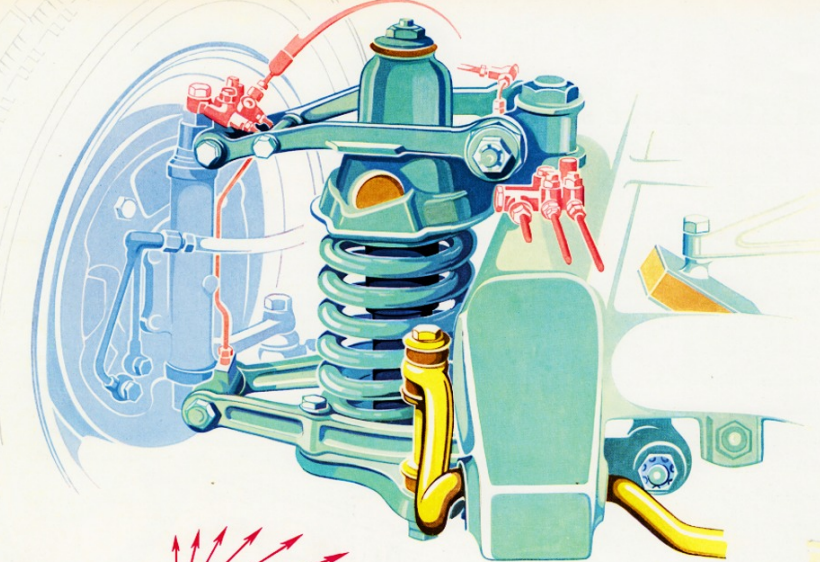
Comfortably warm in Winter

A rotating knob control situated in the centre of the instrument panel enables you to regulate the temperature of the incoming fresh air. The air that has been heated by the heat exchanger is ducted through various conduits into the car and distributed over the entire foot space, the windscreen and the side windows. Two fans incorporated in the air ducts ensure both windscreen defrosting and effective heating of the car when it is stationary or moving slowly in traffic. By regulating the amount of incoming air in conjunction with the temperature it is possible to achieve complete air conditioning.



Pleasantly cool in Summer

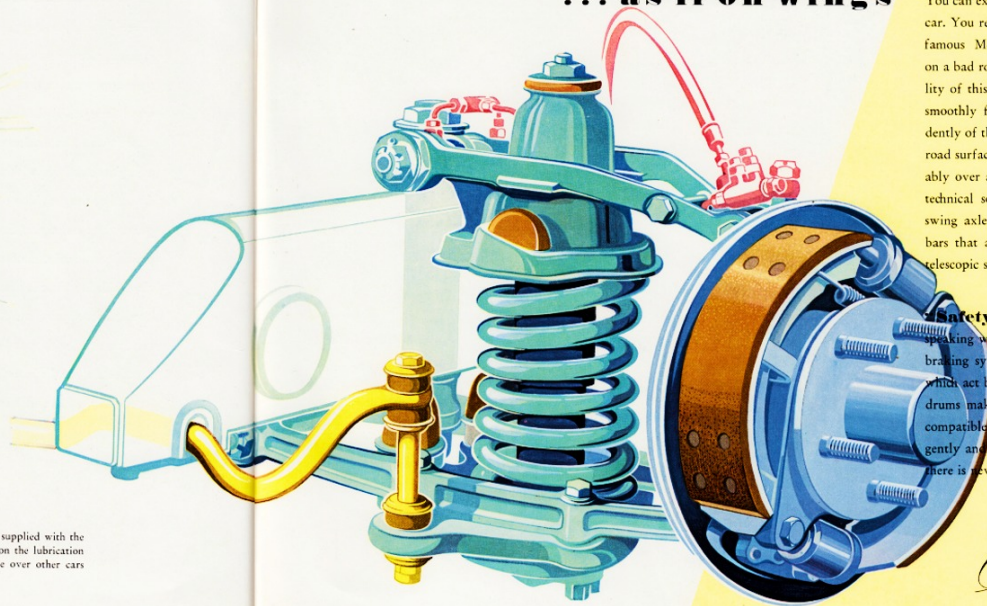
Fresh air is drawn in through an intake above the radiator and ducted without draughts through various air conduits into the car. The amount of air can be regulated and you can select into which part to direct the air, so that the nature of ventilation can be determined at will. On particularly hot days, by opening just a little the rear side windows you can still further increase the supply of fresh air to give a "cooling breeze" effect.



One-shot Lubrication System

Every 62 miles all you need do to keep the moving parts of the chassis supplied with the necessary amount of lubricating oil is to press your foot down lightly on the lubrication pedal. This is yet another advantage that all Mercedes-Benz cars have over other cars and contributes to their increased length of life.

... as if on wings



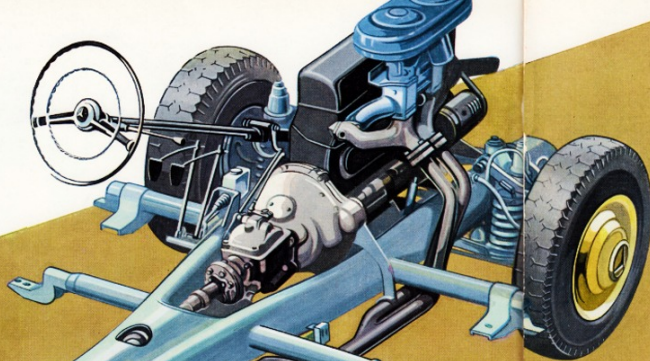
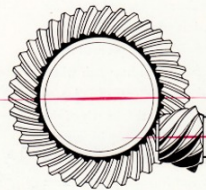
You can experience this feeling every time you are out in this car. You really need to stand on the roadside and watch the famous Mercedes-Benz independent suspension in action on a bad road in order to comprehend the unique road stability of this car. You will be amazed to see how each wheel smoothly follows the irregularities of the ground independently of the other wheels, without once losing its grip of the road surface, whilst the body seems to float along imperturbably over all the potholes in its own horizontal plane. The technical solution of this secret lies in the Mercedes-Benz swing axle, frictionless coil springs, supplementary torsion bars that are brought into play by an electric switch and telescopic shock absorbers on all wheels.

"Safety first", this famous slogan of the English speaking world, rings impressively true when applied to the braking system of the "Type 300". Powerful brake shoes, which act by means of double brake cylinders on iron brake drums make the braking distance of the car as short as is compatible with its high speed. Nevertheless the brakes act gently and even when they are applied quickly and sharply there is never any danger of jamming.

Type 300

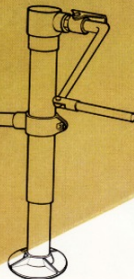
Hypoid Bevel Gearing

The car has a hypoid bevel final drive, which has the great advantage of being completely noiseless even at very high speeds.



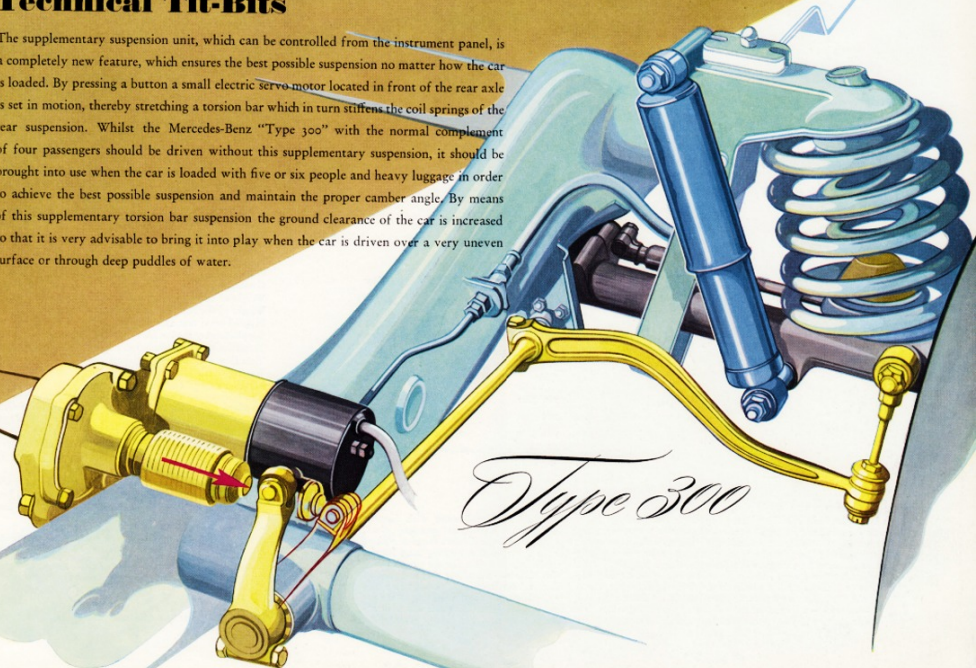
Vigot Lifting Jack

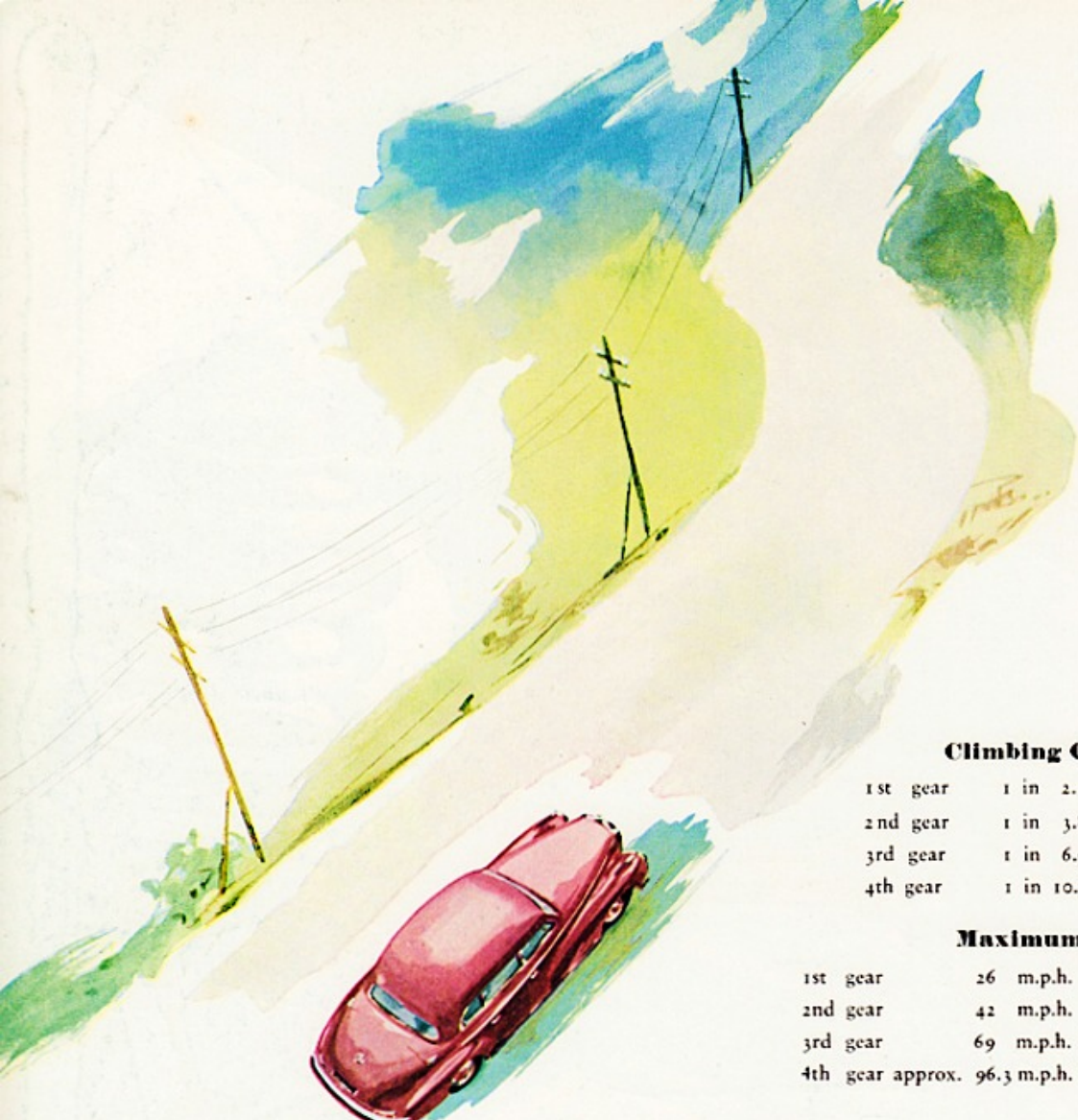
with an all purpose key, which serves at the same time as a crank for the jack, as a wheel brace and as a tool for removing the ornamental caps on the wheels.



Technical Tit-Bits

The supplementary suspension unit, which can be controlled from the instrument panel, is a completely new feature, which ensures the best possible suspension no matter how the car is loaded. By pressing a button a small electric servo motor located in front of the rear axle is set in motion, thereby stretching a torsion bar which in turn stiffens the coil springs of the rear suspension. Whilst the Mercedes-Benz "Type 300" with the normal complement of four passengers should be driven without this supplementary suspension, it should be brought into use when the car is loaded with five or six people and heavy luggage in order to achieve the best possible suspension and maintain the proper camber angle. By means of this supplementary torsion bar suspension the ground clearance of the car is increased so that it is very advisable to bring it into play when the car is driven over a very uneven surface or through deep puddles of water.





Climbing Capacity

1st gear	1 in 2.1 (48 %)
2nd gear	1 in 3.8 (26 %)
3rd gear	1 in 6.9 (14.5 %)
4th gear	1 in 10.75 (9.3 %)

Maximum Speeds

1st gear	26 m.p.h. (42 km/h)
2nd gear	42 m.p.h. (68 km/h)
3rd gear	69 m.p.h. (111 km/h)
4th gear approx.	96.3 m.p.h. (155 km/h)

Standard Equipment

2 headlights built into the wings, 2 fog lamps, rear headlight, triple horn, 1 large speedometer with distance recorder and daily mileage recorder, oil pressure gauge, fuel gauge, cooling water thermometer, ammeter, clock, an ash tray that pulls out, electric cigar lighter with an automatic cut-out; within the driver's range of vision: a red warning lamp for the flashing lamp, a white warning lamp for the choke, a blue warning lamp for the headlight beam; lighting switch incorporating a fog lamp switch, a turn button switch for the octane rating compensator, very large lockable glove box, two-spoke steering wheel with Mercedes-Benz horn ring and flashing indicator light control, anti-dazzle driving mirror, 2 sun visors. Sedan: 2 long hand rails running fore and aft with 2 sliding coat hooks. Convertible "D": 2 short hand rails for the front seats and 2 holding straps for the back seats. - 2 large pockets with flaps in the front doors, front seats adjustable for leg room and with adjustable back rests, 4 arm rests on the doors, 1 folding arm rest in the centre of the rear seat, tool kit, 1 spare wheel.

Technical Data

Number of cylinders	6
Bore	3 ¹¹ / ₃₂ ins. (85 mm)
Stroke	3 ¹⁵ / ₃₂ ins. (88 mm)
Cubic capacity	182 ⁹ / ₁₆ cu. ins. (2996 ccm)
Maximum power*	115 b.h.p.
Engine speed at 62 m.p.h.	3300 r.p.m.
Compression for ordinary commercial fuel	6.4 to 1
Oil cooling by means of a fitted oil water heat exchanger, thermostatically controlled	
Electric starter with push button operation	
Steering column gear change	
Mercedes-Benz steering, self-adjusting	
Pressure fresh air ventilation system with defrosting of the side windows and constant clear visibility (giving considerably improved driving safety)	
Wheel base	120 ins. (3,050 mm)
Wheel track, front	58 ¹ / ₄ ins. (1,480 mm)
Wheel track, rear	60 ins. (1,525 mm)
Overall length	195 ins. (4,950 mm)
Overall width including the body	72 ¹ / ₂ ins. (1,838 mm)
Overall height including body (unladen)	64 ¹ / ₂ ins. (1,640 mm)
Ground clearance	7 ¹ / ₄ ins. (185 mm)
Weight of the chassis (according to DIN 70020)	2513 lbs. (1140 kg)
Weight of the complete car (sedan kerb weight)	3900 lbs. (1770 kg)
Hypoid bevel rear axle	
Supplementary torsion bars controlled from the instrument panel	
Transmission, all synchromesh 4 speed silent	
Tires (low pressure tires) 6 layers	7.10 - 15 extra
Turning circle	approx. 41 ft. 6 ins. (12.6 m)
Maximum speed (sedan standard model)	approx. 96.3 m.p.h.
(using an anti-knock fuel of octane rating 70 according to engine method)	
Standard fuel consumption**	17 m.p. US Gn. 20 ¹ / ₂ m.p. Imp. Gn. (13.8 l p. 100 km)
Fuel tank capacity	19 US Gn. 15 ³ / ₄ Imp. Gn. (72 l)
in reserve	approx. 1 ¹ / ₂ US Gn. 1 ¹ / ₄ Imp. Gn. (6 l)
Battery	12 volt / 56 amp/h
Capacity of the cooling system including heating	approx. 42 US pints 35 Imp. pints (20 l)
Oil capacity of the crankcase	max. 14 US pints 13 ¹ / ₄ Imp. pints (6.5 l)
	min. 8 ¹ / ₂ US pints 7 Imp. pints (4 l)

* The given output is that which is effectively available at the clutch.

** By standard fuel consumption is meant the amount of fuel which is used at ²/₃ of maximum speed at a uniform rate of not more than 50 m. p. h. (over a measured distance of 31 miles of first class road with a return trip following immediately, with load corresponding to the maximum permissible weight and calculated for the whole distance of 62 miles), and from this actual figure 10 % is deducted to compensate for any possible unfavourable conditions.

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